

Date of Hearing: May 6, 2026

ASSEMBLY COMMITTEE ON APPROPRIATIONS

Buffy Wicks, Chair

AB 2346 (Wilson) – As Amended March 26, 2026

Policy Committee:	Transportation	Vote:	15 - 0
	Judiciary		12 - 0

Urgency: No State Mandated Local Program: Yes Reimbursable: No

SUMMARY:

This bill, among other things, requires labeling and disclosure requirements of manufacturers and distributors of electric bicycles (e-bikes), requires e-bikes come equipped with speedometers and lights and sets speed limits for e-bike riders who are under 16 years of age.

More specifically, this bill, among other things:

- 1) Requires the manufacturer and distributor of e-bikes:
 - a) To apply a permanently affixed label to each e-bike that indicates the e-bike's classification number, top assisted speed and motor wattage.
 - b) Include a written description of California's e-bike laws in each e-bike's packaging.
 - c) Disclose, in writing, at the point of sale, the e-bike's classification number, maximum speed and continuous and peak wattage, and any applicable age restrictions and helmet requirements, as well as a 12-point font, all-caps statement, as follows: IT IS AGAINST CALIFORNIA LAW FOR A PERSON TO TAMPER WITH, OR MODIFY, AN ELECTRIC BICYCLE SO AS TO CHANGE THE SPEED CAPABILITY OF THE DEVICE IN A MANNER THAT WOULD ALLOW THE DEVICE TO GO FASTER THAN PERMITTED BY LAW. MODIFYING THE DEVICE TO GO FASTER MAY RESULT IN REQUIREMENTS TO OPERATE THE DEVICE WITH AN M1 OR M2 LICENSE ENDORSEMENT, TO REGISTER THE DEVICE WITH THE DEPARTMENT OF MOTOR VEHICLES, AND TO INSURE THE DEVICE AS A MOTORIZED BICYCLE OR MOTORCYCLE.
- 2) Provides that a violation of any of the above requirements on e-bike manufacturers is not a criminal offense, and states that an entity that violates this shall be liable for a civil penalty not to exceed \$15,000 for a first violation, and not to exceed \$50,000 for each subsequent violation, and that a prevailing plaintiff shall be entitled to an award of reasonable attorney's fees and costs.
- 3) Requires every e-bike sold in the state, as of January 1, 2029, be equipped with a speedometer and front and rear lights.
- 4) Prohibits a person under the age of 16 years from riding an e-bike at a speed greater than 15 miles per hour.

- 5) Authorizes a local authority to set a speed limit on a bike path or multiuse trail of 15 or 20 miles per hour, provided the local authority places appropriate speed limit signs.
- 6) Declares the prima facie speed limit for a sidewalk is 10 miles per hour and requires a local government, if it changes such a speed limit, to post appropriate signs indicating the sidewalk speed limit, and specifies that a violation of a sidewalk speed limit is not to result in a violation point count.

FISCAL EFFECT:

Ongoing cost pressures of an unknown amount, potentially in excess of \$150,000, to the courts in additional workload by authorizing a new civil action to enforce e-bike disclosure requirements that may be filed by the Attorney General, county counsel, or city attorney (General Fund (GF) or Trial Court Trust Fund (TCTF)). It is unclear how many civil actions may be filed statewide and how much court time may be needed to resolve each case, but it generally costs approximately \$1,000 to operate a courtroom for one hour. Although courts are not funded on the basis of workload, increased pressure on staff and the TCTF may create a demand for increased court funding from the GF. The state budget provides annual GF backfills to the TCTF to offset revenue reductions, totaling approximately \$117.3 million in fiscal year 2025-26.

COMMENTS:

The popularity of e-bikes has grown tremendously in recent years. Some sources report that annual e-bike sales exceed that of new cars. Not surprisingly, as e-bikes have become prevalent, so have conflicts between e-bike riders and other users of the road (and sidewalk, and bike path, and trail, and seemingly any other public space.) So, too, have injuries attributed to e-bikes grown.

But not every e-bike is an e-bike; at least, not as California law defines that term. According to California law, an e-bike is a two-wheeled or three-wheeled vehicle with pedals and an electric motor that produces no more than 750 watts of power. California law sorts e-bikes into three classes, as follows:

- **Class 1 — low-speed pedal-assisted electric bicycle.** The motor provides assistance only when the rider is pedaling and ceases to provide assistance when the e-bike reaches a speed of 20 miles per hour.
- **Class 2 — low-speed throttle-assisted electric bicycle.** The motor may provide assistance even when the rider is not pedaling and ceases to provide assistance when the e-bike reaches 20 miles per hour.
- **Class 3 — speed pedal-assisted electric bicycle.** The motor provides assistance only when the rider is pedaling and ceases to provide assistance when the e-bike reaches 28 miles per hour.

Any vehicle that does not meet the definition of e-bike provided in California law is not considered an e-bike in California, as far as the law is concerned. This includes a bicycle-shaped device with an electric motor that is capable of exceeding the speed limits described above. It also includes a device that, when sold, conformed to California law's definition of an e-bike but

was subsequently modified—for example, the speed governor hacked to allow faster top speeds—so that it no longer meets the e-bike definition. Such electric devices may be many things, but, according to California law, they are not e-bikes. Many, or most, such devices require a license to operate and are subject to registration and insurance requirements.

“E-bikes” that are not e-bikes are common. The Mineta Transportation Institute (Mineta Institute) at San Jose State University studies e-bikes at the direction of legislation (SB 381 (Min), Chapter 869, Statutes of 2023). In a survey of middle and high schools in Marin and San Mateo counties, the Mineta Institute observed that 88% of the e-bike-like devices at Marin schools and 87% of such devices at San Mateo schools did not meet the state’s definition. It is not clear if these students, or, more likely, their parents, knew they were buying a device that was not a legal e-bike and illegal for them to ride on California public roads.

This bill seeks to ensure purchasers of e-bikes can easily tell whether the device being purchased is actually an e-bike, as defined in California law, by making disclosure requirements of manufacturers and distributors of e-bikes, and requires such bikes come with materials explaining California’s e-bike laws. And it provides stinging consequences for e-bike manufacturers and distributors who violate these requirements. It also makes a number of safety-related equipment and ridership requirements and provides local authority to establish speed limits in certain locations.

The bill is supported by, among many others, the California Medical Association (CMA), which describes the bill as “targeted safety reforms and reasonable speed limits to ensure e-bikes are operated safely and to better protect riders—especially children.” The CMA cites reports, like the Mineta Institute report, that show increased e-bike related injuries, including traumatic injuries. The CMA asserts that “E-bikes can reach speeds far greater than traditional bicycles” and “capable of motorcycle-like acceleration.” It is not clear if the CMA is distinguishing between devices that meet California’s e-bike definition and devices that do not.

Streets for All, while expressing appreciation for the author’s intent, objects to the bill, in part, as follows:

Many of the concerns regarding e-bike safety are actually problems regarding e-motorcycles, or “e-motos.” A study done by the Mineta Institute at San Jose State University found that, contrary to popular belief, the “e-bikes” that are involved in most collisions are actually e-motorcycles that are going over 30 mph. These are **not** e-bikes, as e-bikes do not reach these speeds. The language in AB 2346 does not address e-motorcycles, only e-bikes.

California law does not recognize the term “e-moto.”

Analysis Prepared by: Jay Dickenson / APPR. / (916) 319-2081